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Hongkong Daily Press.

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No. 17,197. 號七十九百一千七第 日四十月五年丑癸 HONGKONG, WEDNESDAY, JUNE 18TH, 1913. 三拜禮 號八十月六年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 11th March, 1913. [1516]

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
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11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. " 1.15 " " " 10 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 5.00 " " " 15 " "
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1.00 p.m. " 5.00 " " " 15 " "
5.00 " " 6.00 " " " 10 " "
6.00 " " 7.00 " " " 15 " "
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Hongkong, 1st April, 1913. [1523]

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[1712]

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Hongkong, 21st May, 1913. [624]

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[123]

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Hongkong, 28th May, 1913. [720]

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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
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Perfect Sanitation.
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[126] **J. H. TAGGART, Manager**

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TELEPHONE No. 378.
H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [153]

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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [136]

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P. O. PEUSTEL,
Manager.
Hongkong, 1st January, 1913. [146]

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PRIVATE HOTEL.

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [134]

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Hongkong, 16th April, 1913. [1524]

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P.O. Box, 24. Telephone No. 12.

BIRTH.

MEYER.—On June 6, at Shanghai, the wife
of HERM. MEYER, of a daughter.

DEATHS.

CAVADIA.—On June 12, at Shanghai,
THEMISTOKLIS CAVADIA, aged 30 years.

GANDE.—On the 11th June, at Shanghai,
DULCIBELLA MARGARETI, the beloved
wife of J. W. GANDE, aged 51 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 18TH, 1913.

We have often commented upon the short-
sighted view which many foreigners are
prone to take regarding the development
of the Asiatic countries, viz., that by training
the Asiatic peoples in Western industrial
sciences, the Western nations are doing
something which will ultimately prove
suicidal to their own interests. These
same people would doubtless also say
that it is unpatriotic on the part of an
Englishman or a Frenchman to drink to the
toast of the continued prosperity and
development of Germany, as so many of us
have done this week. Rightly viewed, it is
nothing of the kind, and we are prompted
to refer to the subject again by the receipt
from the Secretary of the Chamber of
Commerce of a pamphlet containing a
verbatim report of the speeches made in an
interesting discussion on "Trade Develop-
ments in the Far East," which took place
under the auspices of the London Chamber
of Commerce last February. Principal
W. E. SOUTHWELL (formerly head of Shansi
University), who was one of the speakers,
argued, and very rightly, we think, that
it was in the interests of Great Britain

that the British people should take
a stronger hand in the educational
development of China. There are, these,
he said, who think China would be best
left alone, but he laid it down as an axiom
that an ignorant nation is always a poor
nation; and a poor nation is always a poor
buyer. Educate a nation and you enrich it,
with the result that its purchasing power is
increased. Principal SOUTHWELL pointed to
Japan in illustration of this. The expansion
of Japanese trade, he said, had been largely
due to the fact that Japan had become an
educated nation, and that its demands were
therefore greater. Earlier in the discussion
a Japanese speaker had pointed out that the
foreign trade of Japan had increased 90 per
cent. in ten years, and Mr. IRO expressed
the opinion that the solution of the problem
of trade development in the East would be
found by those interested in the Far
Eastern trade taking up "the attitude of
guardians of China and instructors of her
people in order to develop the country and
make the people stronger, so that they can
produce more and consume more." Others,
we observe, greeted this expression of
opinion in an assembly of British merchants.
Professor SOUTHWELL recalled that nearly
a hundred years ago, when many English-
men were rejoicing over the humiliation and
impoverishment of France, ADAM SMITH
made the very astute remark that "a poor
France means a poor England; a rich
France means a richer England." Great
Britain certainly has had no cause to lament
the recovery of France, or even the phre-
nomenal prosperity of Germany. Both
have been beneficial to British trade.
Germany, in fact, has come to be Great
Britain's largest customer. So it is with
the countries of Asia. "A poor China must
necessarily mean a poorer England, whereas
an educated, developed and enriched China
must of necessity mean a richer England
also." This is so self-evident that it is
remarkable that any prejudices should
exist among thinking Europeans against
European educational activities in China.

Three cases of plague were reported in
yesterday's return.

The Garrison Orders reproduce a War
Office notification of the promotion of
Lieutenants Denison Pudsey and Ernest
D. Matthews of the R.G.A. to be Cap-
tains.

A Chinese, aged about 65, either fell or
jumped over the Praya wall into the
Harbour on Monday. He was rescued by a
boatman and an Indian constable, and
removed to hospital.

The bound copies of the Report of the
General Committee of the Hongkong
General Chamber of Commerce for 1912
are now ready and we are indebted to the
Secretary for a copy of the same.

The prompt action of a wharf coolie
and Chinese constable 97 was instrumental
in saving the life of a Chinese servant
boy, aged 13, who fell into the water from
the Hongkong, Canton, and Macao
Steamship Company's wharf. The two
men plunged into the water and fished
the boy out.

Beginning with first sailing from
Yokohama on July 19th, the twin screw
s.s. *Hongkong Maru* (11,000 tons) will be
placed in the T.K.K. intermediate service
between San Francisco and Oriental
Ports, and will in the future maintain a
regular service together with the s.s.
Nippon Maru as an intermediate ship.

Mr. J. H. Gardiner, who appeared for
the plaintiff in an action heard before
Mr. Justice Kemp in the Supreme Court
yesterday, apologised to his Lordship for
the absence of the plaintiff and her wit-
nesses. They had left for the Court
before him, but had not arrived. Even-
tually they reached the Court and the case
was commenced.

With reference to a statement appear-
ing in the columns of a contemporary
to the effect that the authorities recently
warned the inhabitants of certain houses
in the locality of the recent collapse, we
are officially informed that no such warn-
ing was given by the Public Works De-
partment and that no report of any kind
regarding the buildings had reached that
office up to the time of the disaster.

HIPPODROME CIRCUS.

The circus at Causeway Bay is still
attracting large audiences, and this
popularity should be maintained as new
attractions are added. Hosts of local and
professional talent are promised for Fri-
day night on the occasion of the benefit
to Colonel Bob Love.

A matinee takes place this afternoon,
and young people should be given the
opportunity of enjoying the novelties and
the entertainment which the Hippodrome
Circus presents.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

UNEASY FEELING.

While the replies of King Ferdinand
and King Peter to the Tsar's warning
telegram can be construed as an intima-
tion of acquiescence in the Tsar's arbitra-
tion, the actual situation is still regarded
with considerable apprehension. The
overthrow of the Servian Cabinet implies
disapproval of any yielding on the part
of Servia. The newspapers of Servia and
Greece continue their violent attacks on
Bulgaria, the Press of which replies with
equal acerbity.

The newspapers of Vienna are per-
turbed by the tone of the Tsar's telegram
to the Balkan States, and have opened a
campaign against any assumption by
Russia of the supreme leadership of the
Balkan States.

According to the Vienna press Austria
is offended at the Tsar's telegram to
Servia and Bulgaria as dictating to the
Balkan States. Austria may refuse fur-
ther to join the Powers in urging the
Balkanites to demobilise.

Renewed bellicosity is manifested in
Belgrade, where the terms of King
Ferdinand's reply to the Tsar is con-
sidered as insulting to the Servians.

THE SUFFRAGETTE LEADER.

LONDON, June 17th.

Mrs. Pankhurst, who was re-arrested
for attending the funeral of Miss Davi-
son, has been released.

MID-CHINA UNIVERSITY.

LONDON, June 17th.

A meeting will be held in the House of
Commons on Wednesday to consider the
advisability of asking the Government to
permit a certain amount of the Boxer
Indemnity to be assigned to the proposed
British University for Central China.

Lord Loreburn is to preside, and Lord
William, Cecil and Professor W. E.
Southill, ex-President of Shansi Uni-
versity, will speak.

THE HOME RULE CAMPAIGN.

LONDON, June 17th.

Mr. W. Redmond and Mr. Devlin
opened the Home Rule campaign in
Glasgow on Monday night.

Mr. Redmond said that Sir E. Carson,
the modern King Canute, had better give
up the attempt to order the tide not to
flow.

Sir E. Carson and his colleagues
addressed a demonstration in Norwich.

THE "TERRA NOVA" AT HOME.

LONDON, June 17th.

At a banquet to which the members of
the *Terra Nova* ship were entertained at
Cardiff, it was announced that Petty
Officer Cream had at last been recom-
mended for the Albert Medal.

BRITISH BATTLESHIP AGROUND.

LONDON, June 17th.

The battleship *Magnificent*, while re-
turning to Plymouth from firing practice
in the Channel, struck the rocks between
Penlee and Caw Sand in a dense fog. She
is no immediate danger, and the vessels
which accompanied her are standing by.
Assistance has been asked from Devonport
by wireless.

A later message states that the battle-
ship was re-floated practically un-
damaged.

CHINESE ON BRITISH SHIPS.

LONDON, June 17th.

Mr. Havelock Wilson, of the South
Shields Seamen's Union, will henceforth
oppose every shipowner employing
Chinese. This is regarded as better than
spending money on strikes.

BRITISH MINISTER TO
CONSTANTINOPLE.

LONDON, June 17th.

Sir Louis Mallet has been appointed
British Minister to Constantinople.

MINISTERS AND MARCONI
SHARES.

LONDON, June 17th.

Mr. George Cave, K.C., will move the
following Opposition resolution on the
Marconi debate: "That this House
regrets the transactions of certain
Ministers in American Marconi shares
and the want of frankness displayed by
Ministers in their communications on the
subject to the House."

[THROUGH REUTER'S AGENCY.]

THE KAISER'S SEMI-JUBILEE.

A GERMAN NATIONAL JUBILEE FUND.

BERLIN, June 17th.

A National Jubilee Subscription Fund,
amounting to £190,000, for missions in
German Colonies and Protectorates, was
handed to the Emperor to-day. Of this
sum £125,000 will go to the Protestant and
£65,000 to the Catholic missions.

THE HONOURS LIST.

The Jubilee Honours List is notable for
the fact that no less than five Admirals
are ennobled.

CELEBRATIONS AND CONGRATULATIONS.

The Emperor and Empress have
received world wide congratulations on
their jubilee. Enthusiastic celebrations
took place throughout Germany. The
newspapers agree that the Kaiser's great
achievement was building up the navy.

The Kaiser received a British deputa-
tion and assured them that he would con-
tinue his efforts to promote Anglo-German
friendship.

Sir William Goschen, the British
Ambassador, presented the British Gov-
ernment's good wishes.

King George sent his personal con-
gratulations to the Kaiser.

SPANIARDS AND MOORS.

LONDON, June 17th.

The Spaniards at Tetuan defeated the
Moors, capturing the heights of Bouselein
after a desperate engagement. The Span-
iards had 35 and the Moors 300 killed.

INTERNATIONAL POLO.

NEW YORK, June 17th.

The receipts of the two international
polo games amounted to £402,000. The
American associations secure a net profit
of £35,000.

OIL FOR THE NAVY.

LONDON, June 17th.

At question time in the House of Com-
mons Mr. Asquith said that none of the
Liberal party funds had been invested in
Mexican oil shares.

Mr. Churchill announced that the
Government was most active in securing
and developing the oil supplies of the
Empire. The Admiralty's immediate
task, however, was to provide definite
quantities of oil for the next few years.

FRENCH TRIENNIAL SERVICE
BILL.

PARIS, June 17th.

The Chamber of Deputies has concluded
the general debate on the Triennial Ser-
vice Bill.

M. Barthou, the Prime Minister, denied
that the Bill was the outcome of an
agreement between the Tsar and the
President last summer, but pledged his
word that their Ally was making a
parallel effort so that both Armies would
be ready for all eventualities.

OBITUARY.

LONDON, June 17th.

The Marquis of Northampton died
suddenly at Acqui in Italy.

A HARBOUR MYSTERY.

On Sunday the body of a Chinese in a
very advanced stage of decomposition was
found in the harbour. It was enveloped
in a sack, and a rope, with a stone
attached, was tied round the neck. These
circumstances suggest murder, but where
it was committed is unknown.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

We are informed by Messrs. Jardine,
Matheson & Co., Ltd., the general man-
agers of the above Company, that they
have received a telegram from the Head
Office at London to the effect that the
annual general meeting of shareholders
will take place on the 24th inst., that the
underwriting account stands at £90,546
and that £2,000 has been written off the
expenses of the debenture issue. After
providing for the usual depreciation and
the dividend of April last, there remains
a balance of £24,960, out of which the
Board of Directors recommend the pay-
ment to the holders of preferred ordinary
shares of 6 per cent. for the year 1912,
carrying forward £10,083.

SANITARY BOARD.

The fortnightly meeting of the Sanitary
Board was held yesterday. Mr. D. W.
Tratman presided, and there were also
present: Messrs. F. B. L. Bowley, Ng
Hon-Tsz, Chan Kai-Ming, Dr. F. Clark
(Medical Officer of Health), Dr. W.
Pearse (Assistant Medical Officer of
Health), and Mr. W. Bowen Rowlands
(Secretary).

THE PEAK CLUB.

A letter from Government relative to
the erection of a urinal at the Peak Club
was read stating that the Governor-in-
Council approved of the recommendation
of the Board that the application for a
urinal be granted subject to the provision
of an independent and adequate water
supply.

WAS THE BOARD SIGHTED?

The following letter from Government
relative to the erection of four urinals at
the new Chinese restaurant now being
erected on Inland Lot 1353 was read:—

Sir, I am instructed to inform you that
His Excellency the Governor-in-Council
has granted permission to Messrs. Palmer
& Turner to construct four urinals at the
new Chinese restaurant now being erected
on Inland Lot 1353, subject to the pro-
vision of an independent and adequate
water supply. Messrs. Palmer & Turner
have been informed that if at any time
the source of supply suggested by them
should fail it will be necessary for their
clients to provide an adequate supply of
water by sinking a well and pumping
water from it.

Mr. Bowley inquired—Do the urinals
connect with a sewer or drain? If so, the
action of the Governor-in-Council appears
to be *ultra vires* section 162.

Mr. Bowley—May I ask if there was
any appeal to the Governor-in-Council
under section 265?

THE PRESIDENT—The only intimation I
have is the letter from the Colonial Sec-
retary.

Mr. Bowley—I think, Sir, the Board
should ask for some explanation of this
procedure. It seems rather extraordinary
that certain public discretion being vested
in this Board, and this Board having
unanimously refused to grant permission,
that the same matter should come before
the Governor-in-Council, who, without
any further reference to this Board,
reverses the decision of the Board. The
resolution in this matter was moved, I
believe, by the Hon. Mr. Hewett, who,
unfortunately, is not here to-day, and I
do not know his view of the matter. The
resolution came up in my absence, and I
have no views one way or another. It
seems to me that this Board should have
some explanation of the apparently
arbitrary procedure of the Governor-in-
Council in this matter.

THE PRESIDENT—I think the letter cir-
culated contains certain explanations. I
remember that the first objection raised
by Mr. Hewett was that the nullahs from
which it was proposed to take the water
supply ran dry in winter. The letter
makes an addition to the usual formula
"independent and adequate supply." It
says "constant."

Mr. Bowley—I would ask that this mat-
ter stand over till the next meeting in
order that I may move a resolution.

This was agreed to.

MACAO MORTALITY STATISTICS.
The mortality statistics from Macao
showed that one case of plague was
notified there during the week ending
16th May and one case during the follow-
ing week.

THE CHINESE LOAN.

NOTHING FOR VERY SMALL APPLICANTS.

The *Times* of May 24th says:—
As was expected, letters of allotment
and regret were posted last night in
respect to the London portion of the
Chinese Reorganization Loan of 1913. It
has not been found possible to allot any-
thing to applicants for very small
amounts owing to their unexpectedly
large number. The aggregate total
applied for was about 12 times the amount
offered. The following is the scale on
which applications were dealt with:—

Amount Application.	Amount Allotted.
100-200	Nil.
300-1,900	£100 each.
2,000-2,900	£200 "
3,000-6,000	£300 "
6,100-20,000	5 per cent.
20,100-25,000	£1,000 each.
25,100-500,000	4 per cent.
500,100-1,000,000	£20,000

SUCCESS OF THE BERLIN ISSUE.

It is officially stated that the £6,000,000
issued in Berlin of the Chinese loan was
subscribed more than five times over.

FOURTEENING CURRENCY ISSUE.

It is reported from Peking that in view
of the fact that the Quintuple loan has
been so largely over-subscribed, the
French, German, and English banking
houses concerned have decided on an early
issue of the currency loan.

Vice Consul-General N. T. Johnson has
been appointed American Senior Assessor
and Consular Judge at Shanghai in
succession to Mr. F. W. Hadley, who has
resigned to go into business. Mr. John
K. Davis has been appointed to Shanghai
as Deputy Consul-General and Inter-
preter.

THE MAGISTRACY.

BANISHMENT'S OFFENCE.

A Chinese was sentenced to a month's
imprisonment and four hours' stocks for
house-breaking at Wanchai, and for
returning from banishment he was
ordered a further six months' detention.

ARMS AND AMMUNITION IN SECRET DRAWER.

Inspector Cameron proceeded against
two Chinese, a man and a woman, for
being in unlawful possession of a revolver
and two rounds of ammunition. Mr.
R. C. Faithfull defended. It appeared
that a looking visited No. 25, Hillside
Terrace, Shauiwan, and found the
revolver and ammunition in a drawer
with a false bottom. The female defen-
dant was present when he found the
articles, but the man was out. The case
against the woman was withdrawn by the
prosecution, and she was called as a
witness. Eventually the case was
adjourned until Wednesday week in order
that the Magistrate might see the drawer.

STOWAWAY'S TALKS.

Inspector Kerr prosecuted two Chinese
before Mr. Melbourne for stowing away
on board the s.s. *Borneo*, bound for this
port from Sandakan. It was stated that
the men were discovered on the commodore
collecting the tickets. The first defendant
said he had \$200, but lost it.—His Wor-
ship:—Did you lose it in a nice, quiet
gamble? (Laughter.) Defendant:—I
never gamble. I had \$100 with me, and
the man who took me to Singapore stole
it from me.—Inspector Kerr informed
his Worship that the ship did not call at
Singapore.—The second man said that
"times were bad." He would pay the
amount of his passage (\$12) if given time
when he got money in Hongkong.—In
answer to the Magistrate, the Inspector
said there was not a great deal of this
going on. He had had a few cases from
Shanghai and two or three from Singa-
pore. Defendants were each fined \$50, or
in default one month.

ARMY OFFICER AND TRAM CONDUCTOR.

Before Mr. Melbourne, Lieutenant
Gilpin, of the R.G.A., was charged with
assaulting a tramway conductor at
Taikoo. According to the complainant,
the defendant got on the car at Taikoo
Dockyard and without warning, or with-
out reason, struck him with his closed fist
on the face. The officer said that the
trams were always leaving from Shaui-
wan in advance of their proper time, and
he and other officers at the barracks had
complained to the conductors about it.
The complainant left three minutes early.
He came round the corner at the Roman
Catholic School, and the car was just 100
yards away. He shouted to the conductor
to stop the car, but he took no notice of
him. Defendant said he thought the
trouble was that they had complained so
often that these people were getting "fed
up with it," and were becoming insolent.
His Worship suggested that his pur-
pose would be served better if he were
to make a written complaint to Mr.
Kennedy, the manager, who would be
pleased to see that the matter was
rectified.—The officer further said that the
men were supposed to put on their time
sheets the time they arrived and departed,
but there was nothing on this man's
sheet. Defendant was fined \$2.

MILITARY OPERATIONS IN THE
PHILIPPINES.

AMERICAN CAPTAIN AND EIGHT MEN KILLED.

A telegram from Jolo, dated the 12th
inst., appearing in the Manila *Cable News*
says:—

Jolo, June 13th.
Datto Amil, the leader of the re-
calcitrant Moros who, at his suggestion,
entrenched themselves on Mount Bagak,
has fought his last fight and has been
gathered unto his brethren. He was
shot through the heart in one of the rushes
that were made yesterday in the taking of
the Moro fortifications. Just how many
of his followers were killed with him is
not known, but the fight has more than
decimated his force; it has well nigh
annihilated it.

While little headway has been made
since yesterday when but one cotta re-
mained to fall into the hands of our men,
mained to fall into the hands of our men,
the punitive expedition has now just about
completed its work. The resistance is
expected to be very determined and Gen-
eral Pershing, in keeping with his former
plans to protect his men from all uncer-
tain risk, is not unduly pushing the
attack upon the last fortification.

Lieutenant Edwin H. Rackley of the
51st Moro Company of Scouts, was injured
in the foot and two infantrymen and
eleven scouts were wounded.

The fight was a hot one while it lasted
and resulted in the capture of the entire
cotta, which was expected to be in the
hands of the attacking forces by nightfall.

The fight at Sahipa's cotta was waged
from early morning also, but without
casualties among the American forces.

The honour of the American troops in
Jolo has been vindicated. Bagak, the
stronghold of the renegade Moros who
hurlled insults at the east of Uncle Sam
sent there to enforce the disarmament
order issued by General Pershing, has
fallen, and a number of the outlaws have
paid for their defiance of their lives.
The victory was not without its bitter-
ness however, for the American forces
lost Captain Taylor A. Nichol, who was
shot through the head and instantly
killed while leading his men as they
boldly charged up the sides of the
mountain retreat. Two other men of
the 8th Infantry also sacrificed their lives
for the flag, and five Moros of the Scout
companies fell in the line of duty.

THE SOTTO EXTRADITION CASE.

The proceedings in the matter of an application for the surrender of Vicente Sotto, the editor of the *Philippine Republic*, to the American Government, on a charge of abduction at Cebu, within the jurisdiction of the United States, were continued before Mr. F. A. Hazeland at the Magistracy yesterday.

Mr. P. M. Hodgson (Crown Solicitor) appeared in support of the application; Mr. Reader Harris (of Messrs. Wilkinson & Grist) represented the American Government, and Mr. G. K. Hall Brutton appeared for the defendant.

The cross-examination of the American Consul-General, Mr. G. E. Anderson, by Mr. Brutton resumed yesterday.

Mr. Brutton asked:—Will you produce the Penal Code in force in the Philippines, please?—Yes.

Is that Code the same as was in force when Spain was in possession of the Islands?—I am not certain, but I should say that it is a translation of the Spanish Code, with certain additions.

Is it not a translation from the Spanish into English of the Spanish Penal Code which was in force in the Philippines?—I have not compared the two. I only know what the title page indicates.

Do you put this in as the Penal Code in force in the Philippines?—Yes.

Has this Code been in force since the Islands were ceded to the United States?—I think so, except possibly some changes or limitations, under military government.

Do you know anyone employed by the Government of the Philippines, Islands named Colonel Crame?—No, I do not.

Do you know anyone of that name in connection with the Philippines?—No, I don't think I have ever heard the name.

Have you ever heard of Colonel Harbord?—No.

Or of Major Guthrie?—No.

Have you had any correspondence with the Police Department of the Philippines with regard to Vicente Sotto?—I decline to answer that question.

Mr. Brutton—But I want an answer to that question.

His Worship (to the Crown Solicitor)—Have you any objection?

The Crown Solicitor—I do not object to the Consul-General saying whether he has had correspondence or not, but I shall object most strongly to the production of any such correspondence.

The Consul-General—I object to the question. I believe it tends on privileged matter.

Mr. Brutton—Have you, the Consul-General of the United States in Hongkong, had any correspondence with the Government of the Philippine Islands or with the Constabulary with regard to the defendant?—The answer is the same as before. I have correspondence going on with the Government with regard to extradition proceedings only.

Mr. Brutton—I call for the production of that correspondence.

The Crown Solicitor—I decline to produce it.

His Worship—On what grounds?

The Crown Solicitor—On the ground that it is privileged, obviously.

His Worship—Are you satisfied, Mr. Brutton?

Mr. Brutton—It is for my friend to satisfy your Worship that it is privileged—not for me to prove that it is not.

His Worship wished the point to be argued.

The Crown Solicitor contended that he should have had notice of this. It was obviously privileged. His friend might just as well ask him to produce the minutes of this case he had written from his department to the Colonial Secretary's office.

Mr. Brutton—It is absolutely different. Here is a witness who elects to be called. He has in his possession certain documents, which we say are material to the case. We are entitled to have them produced. He is an ordinary witness called in this instance by the prosecution, and that is the character in which he appears here. Therefore, I ask for the production of these documents. I shall have a great deal more to say upon it.

The Crown Solicitor said it would obviously be detrimental to the interests of the public to produce documents passing between the Consul-General and the Government of a country which was making application for the extradition of a fugitive criminal. The Consul-General appeared in that Court officially.

Mr. Brutton quoted from various authorities, and said it clearly did not affect the community at large. His Worship must hear all evidence which was material to a case, and could not exclude anything. His Worship must know that they must be of value and material, or else they would produce them.

The Crown Solicitor—I have no knowledge of their contents. Mr. Hodgson then quoted from the Treaty of Friendship between Great Britain and America, and contended that this correspondence

came under the liberties and rights extended to Consul-Generals therein, and that correspondence and papers between a Consul-General in his official capacity and his Government were of their very nature secret and official dealings which the Government must be able to have when Consul were duly appointed, by virtue of that function.

His Worship—I should like to consider this matter.

Mr. Brutton continued:—You know, do you not, Consul-General, that the defendant is an editor of a paper called the *Philippine Republic*?—I have been so informed.

And do you know that in that paper he is always advocating the independence of the Philippines?—I have seen two numbers of the paper. I do not know.

But have you not heard that he does?—Yes, I have heard so.

Have you heard that that paper is largely read by the natives of the Philippine Islands?—I cannot say that I have. Can you say that you have not?—No, I have given the matter no attention.

Have you heard that in that paper the Editor (the defendant) has denounced and still denounces the American employees of the Government of the Philippine Islands?—I can't say that I have. I have paid no attention whatever to the paper.

Has the United States any Colonies or Dependencies?—No; unless unorganised territories might be referred to as such. Our Constitution—(Mr. Brutton—Oh! He's off again!)—makes no provision for any such possession except as territory of the United States.

Might I remind you that in the depositions already in you said they had none?—That's just what I have said.

But you qualified it very largely. Do you say that the Philippines form a Colony or Dependency?—No.

Mr. Brutton—Then they cannot be referred to as unorganised territory?

His Worship—No, I do not take the answer like that.

The Consul-General—I have already testified that the Philippines are an "unorganised territory."

This concluded Mr. Brutton's cross-examination, and the Crown Solicitor re-examined the witness. He asked:—

You gave evidence at the Police Court in 1912 in certain proceedings. Were these proceedings against this man?—Yes.

You have been asked whether any Acts have been extended by Congress to the Philippine Islands?—

Mr. Brutton objected, and said that was not the form of his question. What he asked was whether there had been any Act of Congress incorporating the Philippine Islands into the United States. He had never asked if there had been "any" Acts passed by Congress in regard to the Philippines, because he knew there had been. He was referring to citizenship. There had been many Acts, but not on citizenship.

The Consul-General, replying to the Crown Solicitor's question, said—One Act passed is the Act of Congress extending the extradition laws of the United States to the Philippines.

Have the Philippines any seats in the House of Representatives?—They have two delegates.

His Worship—Are they as members?

The Consul-General—No; they have seats as delegates, the same as for territories.

Have the Philippines any self-Government?—They have no Government whatever, except under the Authority of Congress.

Can that Extradition Act be extended to the Philippines except by Congress?

Mr. Brutton—Does this arise out of my cross-examination? It ought to have come out in examination-in-chief. I have asked no solitary question about extradition.

His Worship allowed the question, and the Consul-General replied in the negative.

The Crown Solicitor—You were asked whether a person born in the Philippine Islands after the Treaty was a citizen of the United States, and you said, "No, but I should like to qualify it." What are those qualifications?—He is technically known as a citizen of the Philippine Islands, owing allegiance to the United States. Under American sovereignty there are two qualities of citizenship. They are "citizenship of the United States" and "citizenship of a State or territory." The citizen of the United States is a citizen of the State in which he resides, but the citizen of a State or territory may not be a citizen of the United States. A citizen of the Philippine Islands ordinarily is entitled to and receives passports from the Government of the United States, and is subject to the extra-territorial jurisdiction of the United States, where such jurisdiction obtains.

Are you acquainted with the case and the judgment of *Dorr v. The United States*?—I think I am.

For what purposes did the judgment of the Federal Supreme Court in that case hold that the Philippines had not been incorporated into the United States?—For the purpose of extending Constitutional rights such as that to a trial by jury.

Mr. Brutton—Perhaps your Worship would ask a question arising out of the Consul-General's long answer as to passports—Whether a Filipino applying to the United States Consulate in Hongkong of necessity gets a passport.

The Consul-General—He gets one under exactly the same circumstances as a citizen of the United States. A citizen of the United States does not necessarily get one.

Mr. Edward Barnett, a merchant, stated that the defendant was the person alleged to have been convicted of abduction in the Philippines in the latter part of November or the early part of December.

The hearing was adjourned.

UNIVERSITIES AND BUSINESS.

OXFORD'S NEW DIPLOMA.

In a Congregation held at Oxford on the 13th ultimo the preamble of a statute establishing a diploma for persons intending to pursue a business career was brought forward.

Mr. P. E. Matheson, Fellow of New College, in moving its adoption, said in the last few years increasing demands had been made upon both Oxford and Cambridge for men who had taken a University course for business. Of course, they all admitted that a University education alone was not going to qualify a man for business; but it was thought that for a certain number of men it was desirable to make a study of economics and political science such that when they got to their business they might look upon it with some scientific knowledge of the groundwork on which it was based. It was thought proper that there should be some scientific study of the principles of banking, accounting, and the law of contracts; and also that for a diploma of this kind the student should be familiar with at least one modern language beside his own.

The President of Corpus (Mr. T. Case) said he was opposed to the Statute on account of the state of opinion of undergraduates, and partly also of graduates, on economical subjects. There was, he thought, very great danger of the university ceasing to be a learned university, and becoming a political university, and he might add, even a revolutionary university. It was undesirable to spread the study of economics unless on properly conducted lines. It was not desirable to give diplomas on subjects of which the university was so profoundly ignorant as banking, accounting, and foreign exchanges.

The Rev. E. M. Walker, Queen's College, also opposed the Statute.

The President of Magdalen (Professor T. Herbert Warren) said when the proposal was first mooted he entertained a fear, which he still had, that it might attract to the university a class from whom they suffered already a good deal. There were business men and business men. There were those who had made this country; and there were the illiterate business men who viewed business in a very different way, and who recognised a certain advantage in sending their sons to Oxford or Cambridge, not, he thought, from the most intellectual or scientific reasons. The danger was that a class called the idle rich would be encouraged by the passing of a statute of this kind.

Mr. Sidney Ball (St. John's) supported the Statute, believing that one effect of it would be to increase both the supply and the demand of University men in business. Mr. Matheson, in reply, said he did not share the fears of the president of Magdalen. He considered that the passing of the statute would tend to encourage a real scientific study of economics by men who would make it the foundation of their business career.

On a division the preamble was adopted by 85 votes to 26.

COMPANIES REGISTRY AT SHANGHAI.

The following paragraph is from the Report of the Shanghai Branch of the China Association:—

This question has been under consideration throughout the period under review. In April it was learned that both the Foreign Office and the Board of Trade had agreed with the principles on which the original scheme was based, but that the Hongkong Authorities were not in favour of the establishment of a branch register and an office in Shanghai, but from the outset this point has been considered indispensable to the mercantile convenience and requirements of companies registered and carrying on business in China. It is understood that a draft Order-in-Council embodying the principal points raised in the letters following, and in previous reports, is now under consideration.



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SHANGHAI.

SHANGHAI MUNICIPAL COUNCIL.

Minutes of a Committee meeting held on 12th June.

Present:—Messrs. L. H. Gilman (chairman), G. W. Carey, R. C. Martin and Mr. R. T. Matheson (secretary).

The minutes of last meeting were read and confirmed:—

POLICE.

A letter was read from Mr. G. H. Williams, H.B.M. Consular Constable, applying for the position of Assistant to the Superintendent of Police, a position formerly held by the present Superintendent when he was Consular Constable. The Chairman stated that H.B.M. Consul-General had expressed his willingness to allow Mr. Williams to take up the position in conjunction with his present duties and had also given him a good character, and after some discussion it was decided to appoint Mr. Williams from the 1st July, at \$40 per month.

The Chairman reported that further raids had been made since last meeting, resulting in the arrest of 12 men. These men had been handed over to the Chinese Authorities for punishment, and it is hoped that the treatment they are likely to receive will act as a deterrent to other would-be lawbreakers.

FIRE BRIGADE STATION.

The Chairman reported that the lease for the ground floor had not yet been signed as there were several minor alterations to be made. When these are agreed upon the lease will be redrafted and signed.

MEMBER OF COMMITTEE.

A letter was read from Mr. M. Steger resigning his position on the Committee owing to his departure for Hongkong. A meeting of ratepayers will shortly be called to appoint a successor.

HEALTH.

The Chairman stated that a case of small-pox had occurred on the British Concession. The Medical Officer had taken immediate steps to isolate the case and fumigate the building, and he was glad to report that the disease had not spread. The yearly Sanitary inspection of compounds will take place some time next month.

DEFENCE CORPS.

The Chairman reported that the Corps is gradually being brought up to full strength. Morris Tube practice is taking place three times a week on Mr. Dent's vacant lots, by kind permission, and members are showing renewed interest in the Corps. Owing to disquieting rumours, which happily did not materialize, the Corps was called out to do night patrol on the 15th and 11th inst. On each occasion the muster was very satisfactory.

SHANGHAI WATERWORKS.

The work has been delayed lately by wet weather, but notwithstanding the progress made is satisfactory. A letter was read from Mr. T. E. Griffith stating that the tenants of his premises on the adjoining lot No. 56 had raised the question of possible annoyance through noise from the pumping engines. In connection with this the Council's engineers report that the pumps have been fitted with special hardwood noiseless running driving wheels and they are driven by producer gas engines, which have been fitted with heavy cast-iron "Silencers." Moreover, the engines will only be required to run for a few hours each day. The Chairman read the reply he had sent to Mr. Griffith, and was pleased to report that the latter's tenants were now satisfied that there would be no annoyance.

The heavens were illuminated last night as the result of military operations at West Point.

Yesterday, before Mr. F. A. Hazeland, eight Chinese were charged by Inspector Dymond with gambling at 105, First Street, second floor, West Point. A Chinese detective came across the men, sitting round a bed, gambling. They were fined \$3 each.

YUAN SHIH-KAI AND THE SOUTHERN PARTY.

VIEWS OF LI YUAN-HUNG.

[FROM "THE TIMES" CORRESPONDENT.]

HANKOW, May 6th.

Sun Yat-sen, with whom I had two long conversations in Shanghai a few days ago, assured me on both occasions that the Kuo-min-tang—the Southern revolutionary party—had decided to insist upon Yuan Shih-kai's retirement even at the cost of civil war. Yesterday I had a conversation with General Li Yuan-hung, as a result of which I am able to quote definite statements regarding his attitude towards both parties. The general is in command of 50,000 trained troops, a force sufficiently large to give his opinions considerable weight at the present juncture. They were expressed clearly and precisely, without evasion or circumlocution of any kind. Asked whether he was in sympathy with the Kuo-min-tang's attitude, he replied:—

I am very far from being in sympathy with it. I consider that they are behaving at once wrongly and foolishly—wrongly because Yuan's complicity in the Sung murder is not yet proved; foolishly because even if it were they are powerless to turn him out by force of arms.

He proceeded to outline the military situation, dwelling on the fact that he himself was in command of four divisions, the first, second, third, and sixth, and assuring me that in the event of civil war resulting from the murder question and the signature of the loan he would unhesitatingly side with Yuan Shih-kai. Equally important was his statement to the effect that if Kwangtung sent a Cantonese army north the province would be attacked from Kwangsi by General Lung Chiu-kuang—the man who more than all others kept Canton in order throughout the greater part of 1912. A Chinese newspaper, the *Chung Hwa Min Pao*, recently asserted that, in spite of appearances, secret animosity existed between the General and Yuan Shih-kai. It even went so far as to say that recent plots against the general's life and tenure of office were fomented from Peking. I referred to this, and Li Yuan-hung replied:—

When Yuan no longer wants my services I am perfectly ready to go. I do not care for politics. I was forced into them. I shall stay in them only as long as I can be of use. On the other hand, I am not afraid of Yuan. To the best of my knowledge the assertions of the newspaper are false. On my side, at all events, we are excellent friends—but (here he laughed) I have 50,000 men.

I took advantage of the note thus struck to press another question. I told him that Sun Yat-sen and the other Kuo-min-tang leaders in Shanghai regarded the Sung murder as part of a wide scheme to frustrate Republicanism and make the Government of China an absolute one. "Do you believe this?" I asked, "or if you came to believe it, what would your attitude be?" For the first time in the interview he hesitated. There was silence for several seconds. Then he said:—

I do not believe it. Yuan thinks that for the time being Parliamentary Government is impossible. He has therefore decided to disregard Parliament. But he will do this only for a time. He does not aim at making himself Dictator (*tao-tai shang* "the Emperor," were the words actually used). If it became clear that that were his aim I would not support him.

The confidence reposed alike by foreigners and Chinese in Li Yuan-hung is quite extraordinary. Yet there is that about him which inspires trust. A sketch of him may, perhaps, interest those who are watching events in China. See then, a thick sturdy figure in khaki and black top-boots, with a close-cropped bullet head set on a short neck rising from massive shoulders; a narrow forehead and black-brown merry eyes lined plentifully at the sides; a nose broad but slightly hooked, the upper lip concealed by a mustache bushier than Chinese usually have, the lower full and protruding, emphasizing at a side-glance a slight recession of the heavy, square chin.

INDIAN OPIUM PROHIBITION.

AN URGENT REQUEST.

China has asked that the provinces of Chekiang and Fukien should be closed to Indian opium. The British Legation has replied that the time for the request is unfortunate as the opium crop in those provinces has only recently been harvested. The question has been deferred until inquiries can be made.

Meanwhile opium is known to be growing at two points in Chihli, although the province has been officially declared opium free, and Indian opium has been debarred from entry by the agreement of March 1.—*N.Y.C. Daily News.*

CHINA'S PARLIAMENT.

China, remarks the *Pall Mall Gazette*, is rapidly acquiring some degree of proficiency in the arts of Parliamentary government. The member who threw an inkpot at the Deputy Speaker some days ago was only the herald of more stirring episodes. The week there was a free fight in the Senate, and the police had to be summoned. We wonder what happened to that marvellous array of silk hats. So many Western Parliaments are becoming the modern equivalent of the gladiatorial arena that we cannot scoff at the lapses in the Peking assembly. Two things are, however, already clear about the Parliamentary experiment in China. One is that the "dignity" of the opening meeting vanished in a single night. The other is that Yuan Shih-kai has not the remotest intention of taking any notice of Parliament at all. We venture to predict that the Chinese Parliament will soon be as extinct as the Persian Meilias, and for the same reason. Both countries are at present utterly unfitted for representative government. Our statesmen never hesitate to say this to India. Why should they make pretences about China and Persia?

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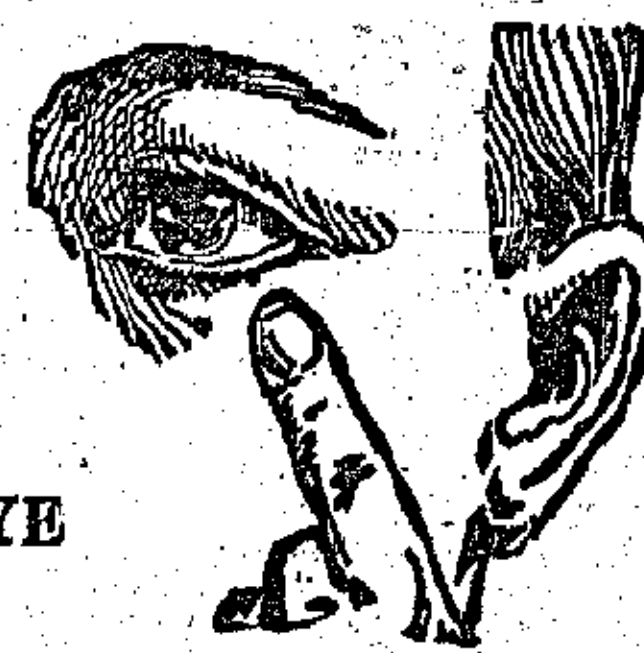
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STUDY
OF
THE EYE



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FOREIGN TRADE OF CHINA.

REVIEW BY THE STATISTICAL
SECRETARY OF CUSTOMS.

The following is the report issued by
Mr. J. L. Chalmers, Statistical Secretary,
Inspector-General of Customs, regard-
ing the foreign trade of China during
last year:

1. General.—Perhaps no year in the
history of China's foreign trade has
been so gloomy as 1912. The country was
torn by civil war, and the farthest horizon
was in a state of confusion and an old
order, already practically dead, and a
new, not yet established, while famine
prevailed in large districts of the central
provinces as a result of the floods of the
preceding year. But the outlook was not
altogether dark. Actual fighting between
the forces of the Government and revolu-
tion had ceased, and negotiations were in
progress which ended, in February, in
the abdication of the Manchian dynasty.
The question of peace being thus settled
and cleared out of the way, it remained
for the new Government to establish its
authority, inspire confidence, and restore
order. The splendid harvests almost
everywhere gathered in, giving cheap food
and contentment to an industrious and
peace-loving people, had an influence on
the situation which can hardly be over-
estimated, and may even have produced
a semblance of a state of established order
which was in some degree premature.
But, as is well-known, progress was real
and substantial, and Customs reports and
statistics of the fact. Early in the year
the trade routes were disturbed and
insecure. The rivers of the Kwangtung
province were overrun by pirates, junk
traffic was unsafe on the upper Yangtze
and elsewhere, and banditti in many
districts made land transport difficult or
impossible. Conditions, however, im-
proved rapidly, and by the autumn very
little was heard of highway robbers, and
fact no doubt largely due to cheap and
abundant food. Outbreaks of mutinous
soldiers and faction fighting continued to
occur from time to time, but on the whole
reports show that the country generally
was free from serious disorder in Decem-
ber.

The money market was everywhere
disorganised. The revolution had used
up much capital, and the money which
under more settled conditions would still
have been available for commerce was
withdrawn for safekeeping and locked up
in banks or in the form of treasure. The
same want of confidence caused a suspen-
sion of credit and of banking facilities,
so that business was largely confined to
cash transactions. In many parts of the
country silver could not be safely trans-
ported, while its movement was in some
provinces prohibited, and the cost of
remittance rose in consequence to very
high figures. Provincial authorities,
compelled to find money for purposes of
government, issued notes for large
amounts, serious depreciation of value
resulting. Such were the conditions
generally prevailing, though signs of im-
provement and slowly returning con-
fidence were multiplied as the year
advanced.

The political and financial state of the
country was unfavourable to railway
construction. The event of the year in
this connection was the completion, in
November, of the bridge over the
Yellow River, a few miles from
Yinanfu, followed almost immediately
by the opening of trains between Tientsin
and Peking. The transport of cargo had
already been carried on for some time,
but the question of finance stands
in the way of construction. At the
Canton end work has been progressing slowly
and the line is in operation for a distance
of 75 miles, with the prospect of a further
section being opened soon. Operations
on the Hankow-Szechuan line were
entirely suspended during the year.
Work having recommenced on the short
line from Kiangsi to Nanchang, traffic
was opened in the autumn as far as
Tolanien, 35 miles from the port. A
small portion—about 9 miles—of the
Ningpo division of the Chekiang Railway
was opened at Ningpo in December, and
important progress is expected during the
current year. The railway connecting
Kirin with Changchun was finished and
opened to traffic in October.

The influence of a high exchange on
the year's values is clearly marked, and
should not be forgotten. It will account
for the fact that import values are often
stationary or retrograde at the same time
quantities and duties have advanced.
Even export values have been lowered
since, when the foreign buyer can no
longer afford to pay the silver price
demanded, the Chinese seller must either
compromise or not sell.

Manchuria had a good crop of cereals
and coconuts; while the bean crop was fair
in South Manchuria and very good in the
north. Yet exports fell off at Newchwang
and Dairen by 8.79 million taels, and
were less on the whole at the ports and
markets under Harbin. The high silver ex-
change, the low European quotations for
seed oils, and a temporary embargo on
the export of cereals were among the chief
causes of the decline. Imports were fairly
well maintained in this region, except at
Newchwang, where they decreased by over
3 million taels. At Newchwang the
"book" or "transfer" tael depreciated to
such a point that in October 100 taels
were worth no more than 848 small
silver coins—the local currency—though
originally worth 851. At the same time,
1,000 "transfer" taels equaled only 567
Shanghai taels, though the Newchwang
silver tael is actually of higher value than
the Shanghai tael. This exchange situa-
tion appears to have caused the diversion
of some of the import trade of the port
to its rival, Dairen. The following
figures give the value of trade at the Man-
churian ports and stations during the
past three years:

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Statistics of Manchurian Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	67,996,786	70,381,052	
Net Chinese imports...	15,752,390	16,555,104	
Exports abroad and to Chinese ports...	92,454,443	83,090,595	

Total Hk. Tls. 170,203,628 170,026,751
Considering the disorder which pre-
vailed in Chihli in the early part of the
year, and the outbreaks of mutinous
soldiers which occurred in all the chief
cities of the province, not excepting
Peking itself, trade was well maintained.

Statistics of Chihli Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	55,901,208	51,678,187	
Net Chinese imports...	27,470,912	18,700,801	
Exports abroad and to Chinese ports...	42,667,267	41,114,856	

Total Hk. Tls. 126,039,405 111,493,854
The standing disadvantage from which
Chefoo suffers in competition with the
railway-served Kiaochow was accentuated
by the insecurity of its communications
with the interior, and the port made little
or no advance, if an increase in its im-
ports of opium be excepted. Kiaochow,
on the other hand, in spite of lower value
rates, has taken the greatest forward step
in its history as a port, and its trade is
now about twice as large as that of
Chefoo.

Statistics of Shanghai Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	29,670,818	32,627,304	
Net Chinese imports...	13,871,696	12,958,148	
Exports abroad and to Chinese ports...	83,770,187	87,853,091	

Total Hk. Tls. 76,712,201 83,448,541
All the provinces traversed by the
Yangtze yielded good harvests, and all
the ports, with the exception of Kiukiang,
shared in the increase of the export trade,
amounting to nearly 21 million taels.
But for the closing of the Hanyang Iron
works throughout the year, and the
restricted movements of Pingsiang coal,
the value of exports must have considerably
exceeded, instead of only approaching,
the record total of 1910.

Statistics of Yangtze Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	94,479,859	101,781,514	
Net Chinese imports...	34,575,376	41,086,018	
Exports abroad and to Chinese ports...	135,389,495	156,445,978	

Total Hk. Tls. 264,444,731 299,314,110
Imports of goods of all kinds at Shanghai
were smaller in the whole than in the
preceding year, and a substantial reduction
in stocks resulted from the year's
trade. Chinese imports were swelled by
large arrivals of silk from treaty ports,
goods which in safer times would prob-
ably not have reached this market through
the Maritime Customs. The same fact,
together with largely reduced shipments
of raw cotton, caused the decrease in
original exports.

Statistics of the Port of Shanghai.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	81,119,205	73,067,301	
Net Chinese imports...	25,025,359	31,126,093	
Exports abroad and to Chinese ports...	90,115,886	81,716,738	

Total Hk. Tls. 197,260,450 185,910,131
Large shipments of cotton from Ningpo,
of silk, cotton, and tobacco from Han-
chow, and of silk from Soochow account
for the increase of 10 million taels in the
value of exports of the Yangtze district.
Terrible freshets in the Wenchow district
in the autumn caused the deaths of 20,000
people and destroyed much of the second
rice-crop.

Statistics of Central Ports (Shanghai excepted).		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	15,594,130	12,632,079	
Net Chinese imports...	12,019,414	12,661,870	
Exports abroad and to Chinese ports...	21,832,838	22,274,673	

Total Hk. Tls. 49,446,402 57,528,622
In Fokien there were excellent crops,
and the import trade was well maintained
in this rather unprogressive province,
especially when the greatly reduced im-
portation of opium is considered.

Statistics of Fokien Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	19,672,780	19,548,070	
Net Chinese imports...	6,689,643	7,944,845	
Exports abroad and to Chinese ports...	15,223,500	13,709,499	

Total Hk. Tls. 40,585,933 41,199,914
As the trade of nine out of the 11 ports
in Kwangtung and Kwangsi is borne on
the Pearl River and its branches—for even
Lungchow, on the Tonkin frontier, sends
the greater part of its foreign imports to
Fatsien under transit pass—it must have
been seriously affected by the piracy which
prevailed throughout these waters, and
particularly in the delta. It was not
till the third quarter that a decided im-
provement in this respect was reported.
In Canton itself the process of readjust-
ment after the revolution was more
difficult and marked by more serious
disorder than in other cities, and at the
same time the depreciation of the provin-
cial dollar notes was perhaps greater.
All things considered, a decline of 8
million taels in trade value at Canton
and of 5 million at Kowloon is not
surprising.

Statistics of Kwangtung and Kwangsi Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	104,148,707	101,850,709	
Net Chinese imports...	45,386,989	53,317,641	
Exports abroad and to Chinese ports...	101,277,367	95,718,772	

Total Hk. Tls. 250,613,063 250,887,212
The three ports in Yunnan, namely,
Mengtze, Szeama, and Yunnan, show a
greatly increased aggregate value. The
railway line south of Mengtze suffered no
serious interruption by landslides, and
trade took full advantage of the im-
munity. Mengtze records a rise in total
value from 114 million to 19.5 million
taels, the one item of tin exported
accounting for 5 million taels of the in-
crease.

Statistics of Yunnan Frontier Ports.		1911.	1912.
	Hk. Tls.	Hk. Tls.	
Net foreign imports...	6,086,118	9,766,826	
Net Chinese imports...			
Exports abroad and to Chinese ports...	7,228,365	12,573,039	

Total Hk. Tls. 13,314,483 22,340,395
The whole value of the trade (excepting
only re-exports abroad of foreign im-
ports) is Hk. Tls. 1,026,316,463, showing
an increase over 1911 of 12.6 million taels.
The total consists of net foreign imports,
direct and coastwise, Hk. Tls. 471,809,192,
and Chinese exports, both abroad and
coastwise, Hk. Tls. 554,507,271.

2. Revenue.—The total collection was
Hk. Tls. 39,050,812, surpassing the record
collection of 1911 by Hk. Tls. 2,770,788.
The first six months of the year closed
with a deficiency, as compared with the
same period of 1911, of Hk. Tls. 1,840,000,
which was almost recovered by the end of
September, and was converted into a
large surplus in the remaining three
months. To the increase, opium contri-
buted Hk. Tls. 1,249,336, in consequence
of the higher duty and likin imposed by
the Opium Agreement of 1911, and not-
withstanding considerably smaller im-
portations. But there was an advance in
every branch of revenue, without
exception, notably in import duties, which
increased by Hk. Tls. 390,473, and export
duties which increased by Hk. Tls.
1,203,240. About half the increase in
export duties was derived from the larger
shipments of goods coastwise, and coast
trade duties therefore show a correspond-
ing advance.

Inward transit dues—Hk. Tls. 1,312,271—
slightly exceed the 1911 collections of
normally tranquil years; but outward
transit dues—Hk. Tls. 659,335—show a
marked advance on any total previously
collected under this head. A large
revenue has been drawn from every part
of the country, except Manchuria. The
increase is over half a million taels
from the Yangtze ports, it is nearly 2
million taels; and from ports in Kwan-
tung and Kwangsi it is over 1 million
taels. The increase in the last-named
district is mainly from opium duties and
likin, but Wenchow, on the border between
the two provinces, shows considerable
expansion independent of opium, which
has no place in the trade of that port.

(Continued on Page 6.)

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THE ROYAL MAIL STEAM PACKET
COMPANY.

From SEATTLE, PORTLAND & JAPAN.

THE Steamship
"HARPAGUS,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge will be
landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 13th June, 1913. [796]

NORDDUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, and West Point
Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON To-day requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th June will be subject
to sale.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th June, at 9.30 A.M.
All Claims must reach us before the 25th
June, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 11th June, 1913. [794]

NOTICE TO CONSIGNEES.

THE Motor-ship

"SIAM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, Treasure and Valuables, are being landed
and stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Com-
pany, Ltd., Kowloon, and West Point Godowns, whence
delivery may be obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON To-day requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst. will be subject
to sale.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th inst., at 9.30 A.M.
All Claims must reach us before the 25th
inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 11th June, 1913. [790]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

From SAN FRANCISCO via HONOLULU,
JAPAN PORTS and MANILA.

THE above-mentioned Steamer having
arrived, Consignees of Cargo are hereby
informed that all goods are being landed at
their risk into the Company's Godown at West
Point, whence delivery may be obtained.
No Fire Insurance will be effected after the Goods
have left the Godown, and all Goods remaining
undelivered on the 23rd inst., at 5 p.m. in the
afternoon, will be subject to storage charges.
All chafed and otherwise damaged Cargo to be
left in the Godown, and examination of same
to be held on the 24th inst., at 10 A.M.
All Claims must be filed on or before 30th
inst., otherwise they will not be recognized.
S. MORIMOTO,
Agent.
Hongkong, 16th June, 1913. [801]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"
Arrived Hongkong on 13th June, 1913.
From ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND SHARAH.
Consignees of Cargo by the above-named
steamer are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

Optional Goods will be landed here unless
intimation is given to the contrary within
6 hours.

Goods not cleared within 8 days including
date of arrival will be subject to sale.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS
and THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 13th June, 1913. [791]

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELT,"
Captain Dieckrichsen, having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, whence
delivery may be obtained. Bills of
Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless
notice to the contrary be given To-day.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd inst. will be subject
to sale.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 2nd inst., at 9.30 A.M.
No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Araucaria" from Norrköping.
Ex s.s. "Norge" from Göteborg.
Ex s.s. "Trollbagg" from Åhus.
Ex s.s. "Jolo" from Drammen.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 16th June, 1913. [800]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

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APIOLINE
(CHAPOTEAUT)



LADIES REMEDY.

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
T.aisy, steel Drops and Pilsbury royal.
CHAPOTEAUT, 6, rue Vivienne, Paris.
Sold by all Chemists.

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THE NEW FRENCH REMEDY.
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THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONGTO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILINGS. FROM COLOMBO:
23rd June. Connecting with "KATANGA" 10th July.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN calling at MAURITIUS if sufficient inducement offers, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.PROPOSED SAILINGS.
S.S. "DUNELIC" On 21st June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "JELUNGA," 5,206 tons, Captain Sullivan, will be despatched
for MIKE KOBÉ and MOJI on 30th June.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
to SHANGHAI, KOBÉ and MOJI on 4th July.**WESTWARD.**S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 26th June.
S.S. "DILWARA," 5,378 tons, Captain Ramago, R.N.R., will be despatched
as above on 30th June.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to—**DAVID SASSOON & CO., LTD.,**

Agents.

Hongkong, 14th June, 1913.

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBÉ (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

Steamers	Tons	Starting
• PERSIA	9,000	TUESDAY, 1st July, at Noon.
• KOREA	18,000	FRIDAY, 4th July, at 1 P.M.
• SIBERIA	18,000	SATURDAY, 19th July, at 1 P.M.
• CHINA	10,200	TUESDAY, 29th July, at 3 P.M.
• MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
• NILE	11,000	TUESDAY, 19th Aug., at 3 P.M.
• MONGOLIA	27,000	TUESDAY, 26th Aug., at 1 P.M.
• PERFIA	9,000	TUESDAY, 16th Sept., at 3 P.M.

• INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between
KOBÉ and YOKOHAMA Free of Charge.**HONGKONG-MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
1st July ... PERSIA ...	3rd July ...	21st June ... PERSIA ...	23rd June ...	23rd June ...
4th July ... KOREA ...	6th July ...	19th July ... CHINA ...	21st July ...	21st July ...
29th July ... CHINA ...	31st July ...	27th July ... MANCHURIA ...	29th July ...	29th July ...
19th Aug. ... NILE ...	31st Aug. ...	9th Aug. ... NILE ...	11th Aug. ...	11th Aug. ...
16th Sept. ... PERSIA ...	18th Sept. ...	17th Aug. ... MONGOLIA ...	19th Aug. ...	19th Aug. ...

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). TELEPHONE No. 141.

O. H. RITTEB, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL:

SHANGHAI, KOBÉ and ERNEST SIMONS ... On 30th June, at 6 A.M.
YOKOHAMA ... Capt. Prunot ...
MARSEILLES VIA PORTS ... ARMAND BEHIC ... On 1st July, at 1 P.M.TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseille.
For further particulars apply to**P. THOMAS, AGENT,**
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**HONGKONG TO CANTON. CANTON TO HONGKONG.
WEDNESDAY, 18th JUNE, 1913.
8 a.m. "HEUNGSHAN."
10 a.m. "KINSHAN."
8 a.m. "HONAM."
10 p.m. "FATSHAN."THURSDAY, 19th JUNE, 1913.
8 a.m. "HONAM."
10 p.m. "FATSHAN."
8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776 Night steamers Call No. 775.**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.**EXCURSION TO MACAO.**

SUNDAY, 22ND JUNE, 1913.

The Company's Steamship

"SUI AN"Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamship connects with the excursion steamer returning from Macao at 5 p.m.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**S.S. "SAINAM," 588 tons, and S.S. "NANNING," 669 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.(Under Mail Contract with the Austrian Government.)
MONTHLY EAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 15th July, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor,
Stewardess, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), 250 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "GISELLA," will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £23.15, II £21.6.BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £23.15, II £21.6.BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £26.0.BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.TO SHANGHAI.
S.S. "KORBER," 9,900 tons, will leave as above on 1st July, at 6 a.m.

FARES: Hongkong-Shanghai, 25 1st, 24 2nd, 23 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 28th June.

CARGO: taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDEB, WIELEB & Co., Agents,

Hongkong, 16th June, 1913. Prince's Building.

SWEDISH EAST ASIATIC**CO., LTD. GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... About 20th June.

KOBÉ and MOJI ... apply to TELEPHONE No. 171.

For Freight and Further Particulars, apply to **ARTHUR NILSSON & CO.,**

YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO**SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC**DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SEIYU MARU ... 22,000 tons.

AND 11,000 tons. (INTERMEDIATE).

S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.**WESTERN PACIFIC-DENVER AND****RIO GRANDE.**The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and DenverWITHOUT CHANGE.
Through Standard Sleepers,
Through Tourists' Sleepers,
Dining Cars—Observation Cars,
Electric Light—Electric Fans, Union Depot.New land, cities and scenes—hundred of miles through the gorgeous scenery of the
Sierras—Foothill River Canyon—and the Royal Gorge of Colorado.Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 626.**C. LACY GOODRICH,**
GENERAL ORIENTAL AGENT

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. (57)

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	MISHIMA MARU Capt. F. L. Sommer,	16,000	{ WED'DAY, 2nd July, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	KAGA MARU Capt. Tabusa,	12,500	{ WED'DAY, 16th July, at Daylight.
VICTORIA, B.O., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA ...	SADO MARU Capt. Asa-Sawa,	12,500	{ TUESDAY, 1st July, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	YOKOHAMA MARU Capt. Wada,	12,500	{ TUESDAY, 15th July, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	KUMANO MARU Capt. M. Winkler,	9,300	{ WED'DAY, 2nd July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO ...	INABA MARU Capt. S. Tomimaga,	12,500	{ WED'DAY, 30th July, at Noon.
KOBÉ and YOKOHAMA ...	OBYLON MARU Capt. Neguchi,	12,000	{ SATURDAY, 28th June.
KOBÉ and YOKOHAMA ...	KAMAKURA MARU Capt. T. Hori,	12,500	{ MONDAY, 25th June.
NAGASAKI, KOBÉ & YOKOHAMA	ATSUTA MARU Capt. J. Nagao,	16,000	{ WED'DAY, 13th June, at 4 p.m.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA ...	TOSA MARU Capt. Sato,	12,000	{ MONDAY, 23rd June.
	INABA MARU Capt. Tomimaga,	12,500	{ WED'DAY, 2nd July, at 11 A.M.
	PENANG MARU Capt. Noma,	12,500	{ WED'DAY, 2nd July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBÉ Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephones Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL**STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MAJOIA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	Sept. 27	Oct. 3
DEVANHA ...	Sept. 13	MAIWA ...	Oct. 11	Oct. 17
CHINA ...	Sept. 27	MOOLTAN ...	Oct. 25	Oct. 31
ASSAYE ...	October 11	MOOREA ...	Nov. 8	Nov. 14
DELTA ...	October 25	MARMORA ...	Nov. 23	Nov. 29
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to

the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved to

Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " 42.8 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due MARSEILLES	Due LONDON
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	Aug. 29	Sept. 7
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 26	Oct. 5
NANZAN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NILE ...	October 1	Nov. 5	Nov. 16
NOBLE ...	October 15	Nov. 19	Nov. 29
NYLA ...	October 29	Dec. 2	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " 28.10 " 45.4 "

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon, 19th June.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 21st June.	See Special of Call.
GONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NUBIA	About 25th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	SIMLA	About 27th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"KAIFONG"	On 19th June, 9 A.M.
AMOI, WEIHAIWEI, CHEFOO & TIENTSIN	"HUIHOW"	On 19th June, Noon.
SHANGHAI	"LUCHOW"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 21st June, Midnight.
MANILA, CEBU and ILOILO	"TEAN"	On 24th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to—

Hongkong, 18th June, 1913. Telephone 35.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 27th June.	On 21st June, Noon.
EASTERN	On 25th July.	On 19th July, Noon.
EMPIRE	On 25th July.	On 16th Aug, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., Agents.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, Kobe & Yokohama:	For HAVRE, BREMEN & HAMBURG:
S.S. C. FERD LAEISZ 19th June.	S.S. SEGOVIA ... 19th June.
S.S. PREUSSEN ... 30th June.	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
S.S. SILESIA ... 20th July.	S.S. C. FERD LAEISZ 20th June.
S.S. BELGRAVIA ... 30th July.	For MARSEILLES, HAVRE, HAMBURG:
	S.S. SITHONTA ... 23th June.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERT BUELOW 30th June.
	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 2nd July.
	For DENVER & HAMBURG:
	S.S. BIRKENFELS ... 7th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 14th June, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 10th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 27th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	(WED'DAY, 18th June, at 11 A.M.)
		(SUNDAY, 22nd June, at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 18th June, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE—TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	SATURDAY, 21st June, Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 2nd Sept., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on SATURDAY, the 21st June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEO NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALDAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug, at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	10,500	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO. FOR VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanoo	WED'DAY, 24th June, at 1 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug, at 1 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 20th Aug, at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WED'DAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 25th Aug, 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug, P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 18th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagano	SUNDAY, 22nd June, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WED'DAY, 25th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 20th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sooa Yip Wharf (near the Harbour Office, Praya Central).

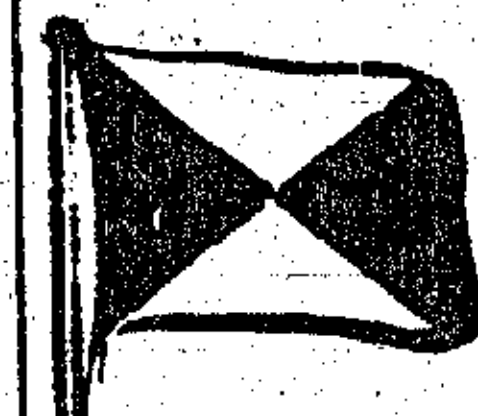
For FURTHER INFORMATION, apply to

Z KAMIYA,

MANAGER

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Second Floor, No. 1, Queen's Building

**PHILIPPINES S.S. CO**

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATA
ZAFIRO	4000	McMurray	Manila, Pangasinan, Iloilo and Cebu	On 26th June, 4 P.M.
RUBI	4000	J. Miller	Manila, Pangasinan, Iloilo and Cebu	

For Freight or Passage, apply to

Hongkong, 9th June, 1913.

SHEWAN, TOMES & Co., General Managers.

PHILIPPINES S.S. Co.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office, MOTOR VESSELS, LIGHT DRIFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI	JAVA	First half of June.	JAPAN	First half of June.
TJILATWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS..	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOEK	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 4th June, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.

"SCHARNHORST," Capt. F. Rasmussen, 16,000, Wed'day, 25th June, at 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.

"PRINZ E. FRIEDRICH" Capt. C. Munde, 1,600, About Wed'day, 25th June.

MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE.

"COBLENZ," Capt. L. Klugkist, 6,750, Saturday, 12th July, at 9 A.M.

KOBE and YOKOHAMA.

"COBLENZ," Capt. L. Klugkist, 6,750, About Tuesday, 24th June.

KUDAT and SANDAKAN.

"BOENE," Capt. F. Samsell, 5,000, End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th June, 1913.

"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper	cover 0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth	cover 1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory FROM HONGKONG TO CANTON BY THE PEARL RIVER, a Book for the Globetrotter, by Capt. C. V. LLOYD: with Maps and Illus.	1.75
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1884 to 1912	2.00
TEMPORARY MINING REGULATIONS IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874	
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893	1.00
HONGKONG HANSAARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	SAILED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe.	2.00
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TRADE MARK REGULATIONS IN CHINA	0.25	" " " PEAK	0.75
		" " " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.50
		MAIL TABLES for 1913	0.50 & 0.25

